







February 24,2000.

Mr. Vernon A. Williams, Secretary Surface Transportation Board Office of the Secretary Case Control Unit Attention: STB Ex Parte No. 582 1925 K Street, N.W. Washington, D.C. 20423-0001

Dear Sir:

For your information and guidance Maritime Ontario Freight Lines Ltd is primarily an LTL freight carrier operating between Central Canada and the Maritimes and very shortly to Western Canada thus providing service across Canada. CN Rail Intermodal is our primary carrier for our freight between our terminals. It is our intention to expand our operation into the USA in the immediate future.

We see the merger of the CN-BNSF as a definite benefit to our plans. We encourage the Surface Transportation Board to focus on the benefits to us as a shipper and a certain user of this service when it comes into effect.

We strongly believe that the CN-BNSF combination should be judged on its merits and if other carriers propose mergers, then these cases ought to be evaluated on their merits.

We will work with the CN BNSF combination to exhaustive limits to ensure the service offered meets our needs. Having made that statement we will not hesitate to make a change to another carrier should the service turn out to be unreliable. For this reason, we asked that the Surface Transportation Board give the CN BNSF every opportunity to succeed in delivering better service to the shipping community.

We have been told that the Surface Transportation Board has a compressive process to evaluate the railroad transactions and protect the public interest. It should evaluate the CN-BNSF combination in a fair and just manner in accordance to that process. Other railroads should not use the Surface Transportation Board process to protect themselves and reduce the competitive options for shippers such as ourselves.



Thank you very much for this opportunity to express our views.

Yours truly,

Maritime-Ontario Freight Lines Ltd.

John Lepore
Vice President and General Manager - Operations